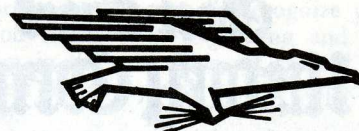


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COAST GUARD RESERVIST

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Hazardous Material— CREDIT CARDS

The use of credit cards is becoming an American institution. It is so easy to say "charge it" when purchasing gasoline or food, clothing or appliances. The ease with which credit can be obtained often leads people into acquiring many credit cards. This ease of credit card acquisition has led to another American institution—the credit card ring. Stolen or lost credit cards are used nation-wide by unscrupulous persons for the purchase of their wants, or for obtaining goods to "fence" for cash.

The holder of the credit card is usually responsible for all purchases made with it until he notifies the company in writing of its loss. It is strongly recommended that a list be kept including card numbers and addresses for reporting "lost" cards. Since most of the companies require notification in writing, a telegram would be the most expeditious means of communication. Remember that we are talking about your money: if you think telegrams are expensive, consider the possible cost of a set of new tires, a refrigerator, or a fur coat—owned by someone else and paid for by you.

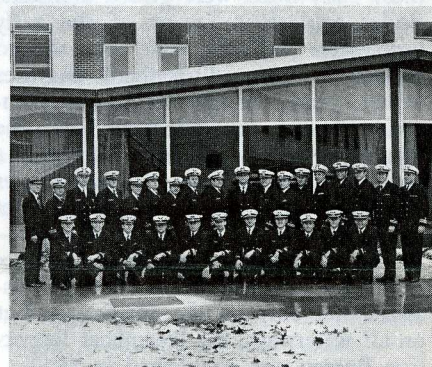
TRAINING OFFICER COURSE

A unique class of 26 Coast Guard officers recently completed the Training Officer Course at Reserve Training Center, Yorktown. This was the first time that both active duty officers and officers on ACDUTRA have attended the course simultaneously.

Twelve of the officers were on active duty (one on TAD from each district in CONUS and two recent OCS graduates about to report to district Reserve Divisions) and the other 14 officers were on ACDUTRA at Yorktown from ORTUS in the eastern United States.

The course was conducted by two highly qualified officers both from district Reserve Divisions. There were presentations by personnel from Headquarters, Coast Guard Institute in Oklahoma City and Reserve Training Center, Yorktown. This seminar-type class was designed to improve the training programs throughout the nation by bringing together the district training officers and training officers from

ORTUs to provide a common ground for discussion and proposed solutions of common problems facing the training staffs.



Training Officer Class—1971.

RESERVISTS ABOARD

(From an article in CCGD2 publication "River Currents" January 1971)

In a classroom you can't start a generator, set a buoy, or operate a winch.

You can't do these things in a classroom, but Kansas City's ORTUPS 02-82124 did them on a recent drill weekend with CGC WYACONDA serving as a floating classroom.

The buoy tender CGC WYACONDA
See "WYACONDA" page 4

Coast Guard History Corner

The Ojibwa Indians had a word for it: Misi Sipi (Big River). The Mississippi River, and its other major tributaries form the "coasts" of the Second Coast Guard District which has the largest land area of any of the Coast Guard Districts. Including all or part of 21 states, the Second District extends from North Dakota south to parts of Alabama and Mississippi, east to parts of Pennsylvania, and west to Colorado and Wyoming.

In 1970, when the Secretary of the Treasury was establishing his "system of boats to enforce the Customs laws," the present First, Third, and Fifth Coast Guard Districts were, in essence, already defined. However, the area of the present Second District still belonged to France and Spain and the "Gateway to the West" (St. Louis, Mo.), was a small fur trading post. The Louisiana Purchase (1803) changed that.

Early in the Nineteenth Century the greatest water transportation revolution in history came to the "Big River": the steamboat. Steamboats were publicized as "floating palaces" and "wonders of the age." They were highly romanticized by writers and their races drew crowds from miles around. In truth, those early boats were gilded monsters. Boiler explosions (many of the early boats were outfitted with cube shaped boilers, hand riveted together), and fires which raced through the highly flammable wooden superstructures, took the lives of hundreds of persons. Often, in a closely contested race, the engineer would tie down the safety valve to get a few more turns from the paddles—often at the cost of the boat and her crew. In an effort to check these disasters, not only on the Mississippi but on all waterways, the Steamboat Inspection Bureau was established in 1852.

In 1847 the formation of the Lifesaving Service was formalized, although a few Lifesaving Stations had been established several years before. In 1881, the Lifesaving Service established a floating station at Louisville. Of the thousands of assistance cases handled by this station through the years, perhaps the most famous was the rescue of the passengers and cargo of the steamer Queen City in February 1914. The Queen City overshot her pier and was carried by the strong current to the edge of the falls of the Ohio River. She finally grounded with the bow protruding over

the edge. The life saving crew under Keeper John F. Gillooly reached her within five minutes after grounding. Working throughout the night, the crew rescued all 195 persons aboard and later assisted in removing all luggage and cargo.

For many years, night on the Mississippi was "darker than a well at mid-night." The few lights visible were from private piers and landings or from lanterns carried by the boats themselves. The first lighthouse on the river was erected in Natchez, Mississippi in 1827, but was never lighted. It was not until 1874 that the Congress authorized aids to navigation on the Mississippi "system." Within a few years, hundreds of "pole" lights, buoys, and daymarks were established on the Mississippi as well as the Missouri, the Ohio, and other smaller rivers. Light House Service tenders such as DANDELION, LILY, OLEANDER, and WILLOW serviced these aids for many years. Additionally, many of the aids were serviced by the Army Corps of Engineers. Actually, it was not until the early 1960s that the Coast Guard began taking over from the Army Corps of Engineers, buoyage of some of the smaller tributaries of "the River." This take-over was not completed until 15 June 1970.



The old side-wheeler buoy tender USCG WILLOW underway on the Mississippi River. The WILLOW was decommissioned after World War II.

In most cases, the duties of the Second District are similar to those of the coastal districts. However, in the field of flood relief, the Second District is more or less unique. Although flood control systems have greatly reduced the severity of floods in recent years, the "annual" floods of the river system still are a major concern. In past years however, hundreds of square miles were inundated by the raging rivers. The severe floods of 1927 were combatted by "importing" boats from the coastal districts by railroads. As the water receded many of the boats were stranded.

One BMC advised the District: "CG . . . aground in pos . . . in cornfield 1.5 miles from river. Advise."

To those "coastal" people who envision the mid-west as a vast dry land-mass, the idea of a Marine Inspection Office in Dubuque, Iowa, or a Group Office in Leavenworth, Kansas may be hard to believe, but those familiar with the almost 5,000 miles of navigable channels of the western rivers know this well. The Master of a trans-oceanic ship has little worry about grounding between, say, Lands End and Ambrose. The Master of a river towboat and maybe 15 barges must contend with strong currents, shifting shoals and restricted maneuvering room for the entire length of their journey.

Today, the District's 650 men and 25 cutters (it has no aircraft assigned) combine to keep activities in the realm of "Ol' Man River" safe and smooth and "rollin' along."

FOREIGN UNIT AWARD TO COAST GUARD PERSONNEL

The Secretary of the Navy has accepted the Republic of Vietnam Armed Forces Meritorious Unit Citation (Gallantry Cross) for those Coast Guard units serving with the III Marine Amphibious Force during the periods shown below:

CGC CAMPBELL—1-8-68 to 7-9-68

CG Division TWELVE—7-20-65 to 9-20-69

CGC DUANE—1-1-68 to 7-3-68
CG Explosive Load, Det FOUR—3-8-69 to 9-20-69

CGC INGHAM—8-3-68 to 12-31-68

CGC OWASCO—8-10-68 to 3-6-69

CGC PT. ARDEN—7-20-65 to 9-20-69

CGC PT. BANKS—3-20-67 to 4-29-67

CGC PT. CAUTION—7-20-65 to 4-13-68

CGC PT. COMFORT—10-24-67 to 4-15-68

CGC PT. DUME—7-20-65 to 8-28-66, 11-14-66 to 9-20-69

CGC PT. ELLIS—7-20-65 to 9-20-69

CGC PT. GAMMON—7-20-65 to 8-29-66, 5-3-67 to 6-9-67, 10-21-67 to 9-20-69

CGC PT. GLOVER—10-26-67 to 4-12-68, 10-24-68 to 9-20-69
 CGC PT. GREY—11-17-67 to 4-10-68
 CGC PT. HUDSON—3-23-67 to 4-30-67, 10-23-68 to 9-20-69
 CGC PT. KENNEDY—10-23-68 to 9-20-69
 CGC PT. LEAGUE—9-28-68 to 10-23-68
 CGC PT. LOMAS—7-20-65 to 8-28-66, 11-14-66 to 6-13-67, 10-23-67 to 9-20-69
 CGC PT. MAST—9-3-69 to 9-20-69
 CGC PT. ORIENT—7-20-65 to 9-20-69
 CGC PT. SLOCUM—10-24-68 to 9-20-69
 CGC PT. WELCOME—7-20-65 to 6-11-67, 10-27-67 to 9-20-69
 CGC PT. WHITE—1-18-68 to 2-13-68
 CGC PT. YOUNG—10-28-67 to 4-12-68, 1-16-69 to 9-20-69
 CGC SEBAGO—3-31-69 to 5-31-69
 CGC WACHUSETT—1-13-69 to 1-28-69
 CGC WINNEBAGO—3-7-69 to 3-18-69
 CGC WINONA—2-15-68 to 10-3-68

All personnel attached to the above units during the periods mentioned are authorized to wear the ribbon bar, Gallantry Medal Color, with palm and gold frame. The insignia consists of the ribbon bar only and may be procured from most post exchanges and uniform shops. The ribbon will be worn after all foreign personnel decorations and after the State of Vietnam Presidential Unit Citation. Coast Guard reservists requiring additional information concerning this decoration should contact their District Reserve Division.

SIR WILLIAM SCHLICH MEMORIAL AWARD

Captain Philip R. WHEELER, a retired member of the Coast Guard Reserve received the 1970 Sir William Schlich Memorial Award. The medal is awarded biennially to eminent foresters for distinguished service to forestry.

Captain WHEELER has been affiliated actively with the Coast Guard Reserve since World War II. He was retired with pay from the U.S. Coast Guard Reserve 1 August 1967.



PSCS Paul W. ANDERSON, one of the new Senior Chiefs, received the LCDR William T. DUVALL, Jr., Memorial Award. The Award is presented to the most outstanding member of ORTUPS (O) 02-82130 in name of the units former Commanding Officer.

Editorial:

From Armed Forces Press Service

Keep your head down . . .

Look the other way . . .

Cross the street . . .

Then you won't have to salute.

But who are you putting down? Him or you?

When you let your hand dangle along your hat brim or bring it up in the vicinity of your eye, and you drift by him almost not looking at him—who are you letting down; him or you?

The salute has a special meaning. It is the greeting of people who have pride in themselves. The pride you show today will help you stand taller tomorrow. In or out of service, you are always going to have to live with you.

People have always saluted each other. The word salute means "I wish you well." The handshake, the embrace, the kiss, and even the "V" peace symbol are all forms of salutes. In many countries, salutes have become very formal and carry special meaning.

Sure, sure, but what does that have to do with a stranger and I exchanging greetings or salutes all the time?

Well, you are not doing it for him. You are doing it for you. You are saying I am a member of this brotherhood and I'm proud to be me and I can look you right in the eye.

You bring your hand smartly to your

forehead; that says, "I recognize you." You smile, offer a greeting and look him in the eye. This act says: "I respect me and you've got to respect me too."

And when he responds, you bring your hand back down with a snap. You are a man in a special brotherhood and you have greeted such another man.

Not a better man, but a man you respect just as you want him to respect you.



ORTUPS 09-82642, under command of LCDR James M. SHACKETT, is shown at a training exercise in Milwaukee. This is a very unusual unit; the men are mostly non-obligated prior service. They include 9 Commissioned Officers, 90 Petty Officers (including 5 of Coast Guard Reserve's Senior Chiefs) and 30 non-rated personnel. The unit is located next to a Coast Guard Operational unit and near Milwaukee's Waterfront area, and is able to make good use of both of these for training.

An example of this unit's pride and drive is that it recently won Milwaukee's All-service drill competition for the Armed Forces Day Parade.





28—COUNT 'EM—28 Coast Guard Flags

All 28 Flag Officers of the Coast Guard posed for this portrait during the Area and District Commanders Conference in October. Do you recognize your District Commander?

Left to Right, Front Row, Seated:

1. RADM Roderick Y. Edwards, Chief, Office of Public and International Affairs
2. RADM James W. Williams, Commander, 11th Coast Guard District, Long Beach, Calif.
3. RADM Paul E. Prins, Commander, 14th Coast Guard District, Honolulu, Hawaii
4. RADM Russell R. Waesche, Jr., Commander, 2nd Coast Guard District, St. Louis, Mo.
- *** 5. VADM Thomas R. Sargent III, Assistant Commandant of the U.S. Coast Guard
- **** 6. ADM Chester R. Bender, Commandant of the U.S. Coast Guard
7. RADM William B. Ellis, Commander, 1st Coast Guard District, Boston, Mass.
8. RADM Mark A. Whalen, Commander, Western Area and Commander, 12th Coast Guard District, San Francisco
9. RADM Benjamin F. Engel, Commander, Eastern Area and Commander, 3d Coast Guard District, New York
10. RADM Edward C. Allen, Jr., Commander, 5th Coast Guard District, Portsmouth, Va.

Left to Right, Second Row:

1. RADM Helmer S. Pearson, Chief, Office of Engineering
2. RADM William F. Rea III, Chief, Office of Merchant Marine Safety
3. RADM William L. Morrison, Chief Counsel
4. RADM John D. McCubbin, Chief, Office of Reserve
5. RADM Ross P. Bullard, Commander, 8th Coast Guard District, New Orleans, La.
6. RADM Robert W. Goehring, Chief of Staff of the U.S. Coast Guard
7. RADM Orvan R. Smeder, Commander, 7th Coast Guard District, Miami, Fla.
8. RADM Robert E. Hammond, Chief, Office of Operations
9. RADM Joseph J. McClelland, Commander, 13th Coast Guard District, Seattle, Wash.
10. RADM Chester A. Richmond, Chief, Office of Research and Development

Left to Right, Back Row:

1. RADM William A. Jenkins, Commander, 9th Coast Guard District, Cleveland, Ohio
2. RADM Austin C. Wagner, Chief, Office of Boating Safety
3. RADM Edward D. Scheiderer, Comptroller of the U.S. Coast Guard
4. RADM Ellis L. Perry, Chief, Office of Personnel
5. RADM James A. Palmer, Commander, 17th Coast Guard District, Juneau, Alaska
6. RADM John F. Thompson, Superintendent, U.S. Coast Guard Academy, New London, Conn.
7. RADM Albert A. Heckman, Inspector General of the U.S. Coast Guard
8. RADM Howard D. Fishburn, USPHS, Chief Medical Officer

"WYACONDA" from page 1

spent the weekend in Kansas City to save travel time and to simplify feeding the reservists.

According to LCDR James LOWE, ORTUPS Training Officer, "It has to be some of the finest training we ever had. I'm convinced that future hours of classroom instruction are going to be more meaningful to every man who participated."

Under the watchful eyes of the ship's crew, reservists actually performed the tasks of their rates. Reserve Boatswain's Mates and strikers set buoys, and took a trick at the helm under the careful supervision of BMCS M. W. WATTS, Officer-in-charge of CGC WYACONDA. Enginemen traced lines, went through warm up procedures, and started engines.

To make the "practical" training practical, rate training groups were split up to the tasks and instruction could be on a person-to-person basis, rather than teacher-to-class. Each major piece of equipment was demonstrated and explained by the ship's crew in informal lectures to the small groups. Reservists even made minor electrical and mechanical repairs.

While dockside indoctrination and lectures were going on for EN's and BM's, three man Port Security teams from the unit conducted detailed boarding exercises with an ORTUPS officer posing as a merchant vessel skipper.

SEMPER PARATUS

The Coast Guard RESERVIST

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ADMIRAL C. R. BENDER
Commandant, U.S. Coast Guard

RADM J. D. McCUBBIN
Chief, Office of Reserve

LTJG R. C. BROWN
CWO H. M. KERN
Editors

All photographs are official Coast Guard material unless otherwise designated.

Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.